

**THE SPINNERS.**

[Heine.]  
No tears are in their eyes of gloom,  
They grind their teeth before the loom.  
"Oh Germany, thy shroud we spin,  
And weave a threefold curse therein.  
We're weaving, we're weaving.

"Curse be the ido to whom we call,  
In winter's cold a d'linger's pain,  
We have hid and waited in vain, in vain,  
He has duped and deceipted and foiled us all.  
We're weaving, we're weaving.

"Cursed be the king, the rich man's king,  
Untouched by the sight of our suffering,  
Who squeezed the earth from every one,  
And shot us like dogs when the last was gone.  
We're weaving, we're weaving.

"Curse be the treacherous fatherland,  
Where shame and disgrace go hand in hand,  
Where the sun is blighted before it's time,  
But the world worn may reach its prime.  
We're weaving, we're weaving."

**VIEWING AN ICEBERG.**

One of the Magnificent Sights of an Ocean Voyage.  
(New York Graphic.)

At 12 o'clock we went below, and had just got through dinner when the cook put his head down through the scuttle and told us to come on deck and see the finest sight we had ever seen. "Where away, cook?" asked the first man who went up. "On the larboard bow." And then lay floating in the ocean, several miles off, an immense, irregular mass, its top and points covered with snow, and its center a deep indigo color. This was an iceberg, one of the largest size, as one of our men said, who had been in the Northern ocean.

As far as the eye could reach the sea in every direction was of a deep blue color, the waves running high and fresh and sparkling in the light, and in the midst lay this immense mountain island, its cavities and valleys thrown into deep shade, and its points and pinnacles glittering in the sun. All hands were soon on deck looking at it, and admiring in various ways its beauty and grandeur, but no description can give any idea of the strangeness, splendor and real sublimity of the sight. It is great size, for it must have been from two to three miles in circumference and several hundred feet in height; its slow motion, as its base rose and sank in the water, and its high points nodded against the clouds, the dashing of the waves upon it, which, breaking high with foam, covered its base with a white crest; the thundering sound of the cracking of the mass, and the breaking and tumbling down of huge pieces, together with its nearness of approach, which added a slight element of fear, all combined to give it a character of true sublimity.

The main body of the mass was as I have said, of an indigo color; its base was crusted with frozen foam, and, as it grew thin and transparent toward the edges and top, its color shaded off from a deep blue to the whiteness of snow. It seemed to be drifting slowly toward the north, so that we kept away and avoided it. It was in sight all the afternoon, and, as we got to leeward of it the wind died away, so that we lay to quite near it for the greater part of the night. Unfortunately, there was no moon, but it was a clear night, and we could plainly mark the long, regular heaving of the stupendous mass as its edges moved slowly against the stars. Several times in our watch loud cracks were heard, which sounded as though they must have run through the whole length of the iceberg, and several piecs fell down with a thundering crash, plunging heavily into the sea. Toward morning a strong breeze sprung up, and at daylight it was out of sight.

**Utilizing State Bread.**

(Brooklyn Eagle.)  
The persistence shown by the Parisian bakers in keeping up the price of bread, notwithstanding the great fall in the price of flour, has drawn attention to the confectionery and brought out some old facts in connection with the trade. In addition to the bakers proper there are, it seems, a number of second-hand bakers in Paris who trade in the broken scraps which daily accumulate in all large establishments—such as hotels and colleges—where bread is consumed on a great scale. This refuse is bought by weight, the best bits are picked out and sold to the cheap restaurants, which turn them to account in various ways. The bread soup and other culinary concoctions on which customers are regaled, in the cheap restaurants, where a dinner of course is to be had for 20 cents, are indeed for a portion of their ingredients to this source of supply. The similar less profitable morsels are baked a second time and ground in a mortar. The powder is then sold to the pork butchers, who use it to garnish the surface of the hams and cutlets which present such an appetizing appearance in their shop windows.

**A New Ice for Skating.**

(Philadelphia Press.)  
A new skating surface, called "crystal ice," has been invented by Dr. Calanternians, of Scarborough, Eng. Considering that after all ice is merely a crystalline substance, and that there is no lack of substances that are crystallizing at ordinary temperatures, Dr. Calanternians experimented with a variety of salts, and after a time succeeded in making a mixt re consisting mainly of carbonate and sulphate of soda, which, when laid on a floor by his plan, can be skated on with reg. lac ice skates, the resistance of the surface being just equal to that of ice.

**Canned Eggs.**

(Philadelphia Herald.)  
The list of goods canned has been enlarged by a company in St. Louis, which has begun canning eggs. A factory has been erected and is now in operation, where they will can 1,000,000 dozen annually. The eggs are put through some sort of a process by which the yolks and white are separated from the shells, and the substance is then dried and canned. One teaspoonful is said to be equal to one egg, and it is warranted to keep fresh for three years.

The noiseless cabs recently introduced at London by the earl of Shrewsbury have India rubber wheels costing 70 guineas a pair.

Less than twelve months ago Mrs. Hugh Blair, then living at King's Point, in this county, gave birth, at one time to three children, the set of which is not remembered by our reporter. A few days ago this same lady gave birth to triplets, two boys and one girl—making six children born to the lady within one year. Mr. Blair is a good mechanic, and—in doing as well as could be expected—Chattanooga Commercial.

**EAST TENNESSEE, VIRGINIA & GEORGIA RAILROAD**

**TIME TABLE.**  
In Effect May 25th, 1884.  
(Central Standard Time.)

WESTWARD.	Daily No. 2.	Daily No. 1.
Lv Chattanooga	7:30 am	7:30 pm
• Ooltewah	7:30 am	8:15 pm
• Cleveland	8:30 am	9:00 pm
• Charleston	9:15 am	9:27 pm
• Athens	9:45 am	10:15 pm
• Lenoir City	10:21 am	10:45 pm
• London	10:47 am	10:55 pm
Lv Knoxville	11:47 am	11:55 pm
• Rogersville	1:30 pm	1:30 pm
• Greeneville Jn	2:15 pm	2:07 pm
• Jonesboro	3:02 pm	2:47 pm
• Johnson's	3:45 pm	3:56 pm
Ar Bristol	3:50 pm	4:10 pm

WESTWARD.	Daily No. 3.	Daily No. 1.
Lv Bristol	11:35 pm	5:30 am
Johnson's	12:06 am	6:28 am
Jonesboro	12:34 am	6:47 am
Greeneville Jn	1:46 pm	7:25 pm
• Rogersville	2:25 pm	9:12 pm
Morrison	4:00 pm	10:55 pm
Lv Knoxville	4:30 pm	11:22 pm
London	5:17 pm	12:51 pm
• Sweetwater	5:32 pm	12:51 pm
Athens	6:10 pm	1:16 pm
Chilhowie	6:48 pm	1:51 pm
• Lenoir	7:40 pm	2:39 pm
Ar Bristol	8:09 pm	3:08 pm
Ar Chattanooga	8:45 pm	3:30 pm

**Ohio and North Carolina Divisions.**

WESTWARD.	Daily No. 3.
Lv Warm Springs	10:35 am
• Morristown	2:40 pm
At Knoxville	4:30 pm
• Holston's	5:30 pm
• Clinton	5:32 pm
• Carrolton	7:20 pm
• Elk Valley	7:46 pm
Newcomb	8:20 pm
Ar Jellico	9:00 pm

EASTWARD.	Daily No. 3.
Jefferson	5:50 am
• Neomont	6:02 am
Elk Valley	6:28 am
Buckeye	7:01 am
• Carrollton	7:20 pm
• Clinton	8:30 am
Holston's	8:52 am
• Knoxville	9:30 am
• Morristown	11:16 am
Ar Warm Springs	2:50 pm

**CONNECTIONS.**

AT CHATTANOOGA with railroad lines diverging, making direct close connection for all points Northwest, West and Southwest.

AT CLEVELAND with Georgia and Alabama Division for Atlanta and all points South, Southeast and Southwest.

AT KNOXVILLE with Ohio Division and Knoxville and Augusta Railroad.

AT JELLIICO with Louisville and Nashville Railroad for Louisville and Northwestern points.

AT MORRISTOWN with North Carolina Division for Warm Springs, N. C., and all Western and Middle North Carolina points.

AT ROGERSVILLE JUNCTION with Rogersville and Jeffersonville Railroad.

AT JOHNSON'S with East Tennessee & Western North Carolina Railroad.

AT BRISTOL with Norfolk and Western Railroad, connecting closely for all Virginia and Eastern cities via Lynchburg and all Eastern, Middle and Northern States points, via Roanoke and Shenandoah Valley Route.

AT WARM SPRINGS with Western North Carolina Railroad for Asheville, Morganton, Statesville, Salisbury and all points in North Carolina.

**Sleeping-car Service.**

Nos. 1 & 2 have Pullman Sleepers, between Memphis and New York, via Shenandoah Valley route. Also Pullman Sleeping Cars between Cleveland and New Orleans via Calera and Montgomery.

Also Pullman Palace Sleeping Cars between Knoxville and Louisville on Nos. 33 and 35 via Atlanta.

A. POPE, G. P. & T. Agt. Knoxville, Tenn.

K. HUGER, Sup't, Knoxville, Tenn.

JOSEPH GOUGH, A. G. T. A. Knoxville Tenn

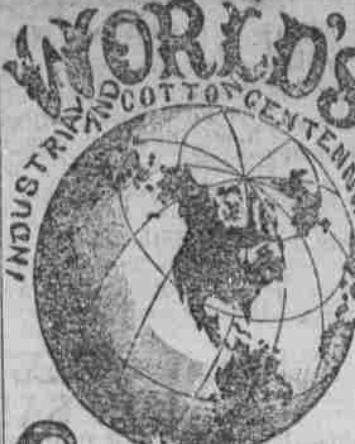
East Tennessee and Western North Carolina Railroad.

**TIME TABLE.**

In Effect Oct. 1, 1884.

148 GAY STREET,

KNOXVILLE, TENNESSEE.



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PHOTOGRAPHS

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